

"The fox" (knowing the force of publicity) "barks not when he would steal the lamb." In these days any business venture which fights any of advertising is open to natural suspicion.

DESERET EVENING NEWS.

Job said: "The ear trieth words as the palate tasteth meat." And in these days of printing, and of advertising, the word "eye" may be substituted for "ear."

TRUTH AND LIBERTY.

PART ONE-1 TO 16.

SATURDAY, DECEMBER 17, 1904. SALT LAKE CITY, UTAH.

FIFTY-FOURTH YEAR.

Golden and Beehive States Greet Each Other

Gov. Wells Tells How Utah and California Were Founded by the Same Class of Pioneers.

THAT there should exist a relationship of the most friendly and fraternal character between the states of Utah and California need cause no surprise to the student of history. Both commonwealths were founded by a similarly sturdy class of pioneers. The dangers of distance and the inconveniences of isolation were met, in both instances, with like bravery. Both the future states were settled by Americans, while still foreign soil, and both were brought, by reason of such settlements, speedily within the pale and influence and protection of the starry flag.

In the beginning, and during some subsequent years, they were immediate neighbors—the western boundary of the one being the eastern boundary of the other. These conditions naturally led to a community of interest between them. Beyond these, however, was that inexplicable feeling of sympathy and affection which grows up among men who in common partake of adversity and distress.

Were not the hungry immigrants bound for the Golden Gate in the later forties fed and entertained from the meager supplies of their Great Salt Lake confederates at the half-way house here established mid-distance between the Father of Waters and the Western sea? Were not, in turn, these threadbare settlers of the Great Basin made almost miraculously happy by the contributions and exchanges of merchandise from the generous stores of those who at this resting place lightened their loads and recruited themselves and their stock before venturing upon the weary miles of desert and mountain which still lay between them and the Pacific's golden shores?

Acquaintances thus formed are not speedily forgotten; and all these, with many other potent reasons and points of identity, have naturally woven in both communities a fabric of friendship and fraternity as delightful as it is unique—a fabric which has remained unshattered to this day and which has grown stronger and more perfect with the lapse of time.

We of Utah regard with no common pleasure, therefore, the prospect of another union in new bonds of steel with our great golden sister. The assurance of the early completion of the Salt Lake, San Pedro and Los Angeles railway fills our hearts with joy. Our greeting to California for the new year is laden with good wishes and great hopes. We know that now, more than ever, we shall share in her prosperity as we desire that she shall also share in ours. The benefits, we trust, will be mutual. Rich in resources as she is, we are still able to supply her with some things which she needs. We are not conscious of the lack of many things which we cannot ourselves produce; but of these few, she can doubtless give us what we want. Her semi-tropical fruits in all their luscious freshness will minister to the delights of our appetites. Our coal will feed her furnaces. The lumber from her great trees will grace our homes and surroundings. Our hydro-carbons and numerous other products, whose development is but yet in its infancy, will provide a stimulus to her industry and trade which follow fast upon the completion of this new artery of commerce. We shall immensely profit by coming into direct contact with the oriental markets. She will be a vast beneficiary from quick and close connection with the interior. In a word, the advantages which this new road offers to both communities are so manifold and so manifest that one almost wonders why it has not been built before.

Utah's part in hastening the day when the last rail shall be laid and the last spike driven, will not, I am sure, be neglected. We have equal confidence as to the energy at the other end. It is a day we all await with impatience, yet look forward to with gladness. Then will the historic terrors of the desert be conquered, miles of distance of weary journey be changed into minutes of pleasant pastime, and the tourist and traveler be able to alternate almost without sleep, between the everlasting snows of Utah's mountains and the balmy breezes of California's shore, Salt Lake and Los Angeles, twin cities of the Saints and the Angels, will then be brought into a relationship closer than either has heretofore known. Both are latter-day marvels already and each has a future whose brightness none can estimate. They have had their days of tribulation, but these are now well-nigh ended. They are approaching the dawn of commercial and industrial greatness, and this is why, at every stroke of sledge or puff of engine as the work of construction goes on there is alike a glad response from the rugged fastnesses of the Rocky mountains and the murmuring waves and orange groves of the Pacific coast.

HEBER M. WELLS, Governor.

Gov. Pardee Says Salt Lake is Destined to be the Great Inter-Mountain Metropolis.

THE opening of a new avenue of travel or a new channel of commerce—and the Salt Lake and San Pedro railroad will be both—is an event of importance for California and Utah alike. It is worthy to be celebrated by both states, which will be brought into somewhat more intimate relations than before.

In business and in social intercourse distance is measured by time rather than by miles, and every improvement in transportation which cuts down the time spent in travel draws communities closer. By bridging Great Salt Lake, by reducing grades and by straightening its tracks through Nevada, the old line of travel has recently been made considerably shorter, as measured in hours, and now we have a new line which will render the time of transit still shorter. Henceforth Utah and California will be next door neighbors, and to one another both back door and front door will stand ever hospitably open.

California and Utah are two Great commonwealths which have enough in common to cement friendship and possess sufficient diversity to invite travel and promote a profitable interchange of products. Both states have been built up by a race of rugged and industrious pioneers, and both have given a fine exhibition of enterprise in awakening the dormant resources of the land. In both there have been established institutions of learning of which we have a right to be proud and homes which are the best assurance of a permanent and elevated civilization. In both states there have been created beautiful cities, and two of the most beautiful and prosperous of these will be directly joined by the construction of the new railroad, which will bridge what used to be called

THE SAINT AND ANGEL CITIES.

No question just now quite so much concerns Salt Lake and Los Angeles, as the driving of the last spike on the new railroad. While the date is yet unset the story of the whole project will be found in the Christmas News. And as a splendid prelude to it all, the greetings of the governors of the Golden and Beehive states, and the mayors of the cities of the Angels and the Saints, are commended to the public as an earnest of the good will and the community of interest that exists between them.

the American desert.

Los Angeles and Salt Lake! Where can two cities be found in the United States or elsewhere which offer finer types of modern enterprise combined with historic interest. Although one is a city set in the hills and the other is a mart by the seashore, the two places have not a little in common. Both have had a romantic past, which attracts to them the tourists of a continent, and both have an energetic and bustling present. Each is growing at a rate which makes it safe to predict for it a brilliant future.

Salt Lake is clearly destined to be the great intermountain metropolis; she has no rival between the towns of the Pacific coast on the west and Denver and Pueblo on the east. She enjoys the prospect of becoming a railroad center rivalling Denver, Omaha and Kansas City and of being one of the large factors in the commercial world.

On the other hand it is difficult to set any bounds to the future prosperity and importance of Los Angeles, the metropolis of southern California and the second city in the state. More than once it has been predicted that she had reached the natural limits of her population and business, but after each such prediction she has only grown the faster, until now she is universally recognized as one of the wonder cities of the country. The fame of Los Angeles is known everywhere, and her name is one to conjure with.

The railroad which serves to connect two such cities as Salt Lake and Los Angeles is not an unnecessary highway. The wonder is that it was not built years ago, for it furnishes one of the natural routes of travel from the Pacific coast to the interior of the continent. Its advent marks an era for at least two cities, and its operation ought to add to the prosperity of three entire states—California, Nevada and Utah.

GEO. C. PARDEE, Governor.

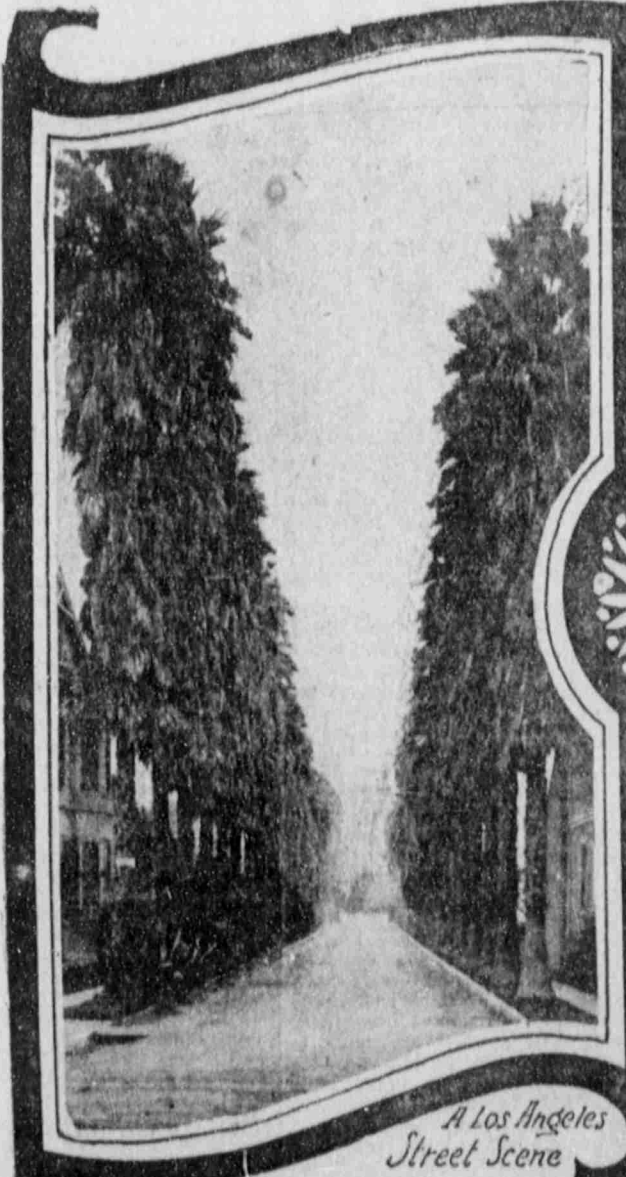
Utah people, ever interested in Southern California, will be more so from this time forth. The seven southernmost counties of California are given the sectional designation here referred to. They constitute a miniature empire. There, within an area of 45,000 square miles, may be found a wonderful variety of scenery and climate. Along the coast line, which extends for a distance of 275 miles, it is delightfully cool in summer, made so by the breezes from the Pacific, which extend far inland. Still farther from the waters of the sea the sun rays become torrid and scorching during the warmer months. However, the nights are almost invariably cool and pleasant. Here, too, the scenery is picturesque and beautiful, there are long stretches of valleys and mesas, rolling foothills, and higher up in the mountain ranges, deep canyons, precipitous cliffs, and pine-clad summits, where on the northern slopes snow lingers until late in the spring. The section usually referred to as Southern California embraces these counties, Los Angeles, Orange, San Bernardino, Riverside, San Diego, Ventura and Santa Barbara. The area of this section is about equal to that of Pennsylvania and as large as England. Its population approximates 450,000.

Utah's Message of Glad Tidings.

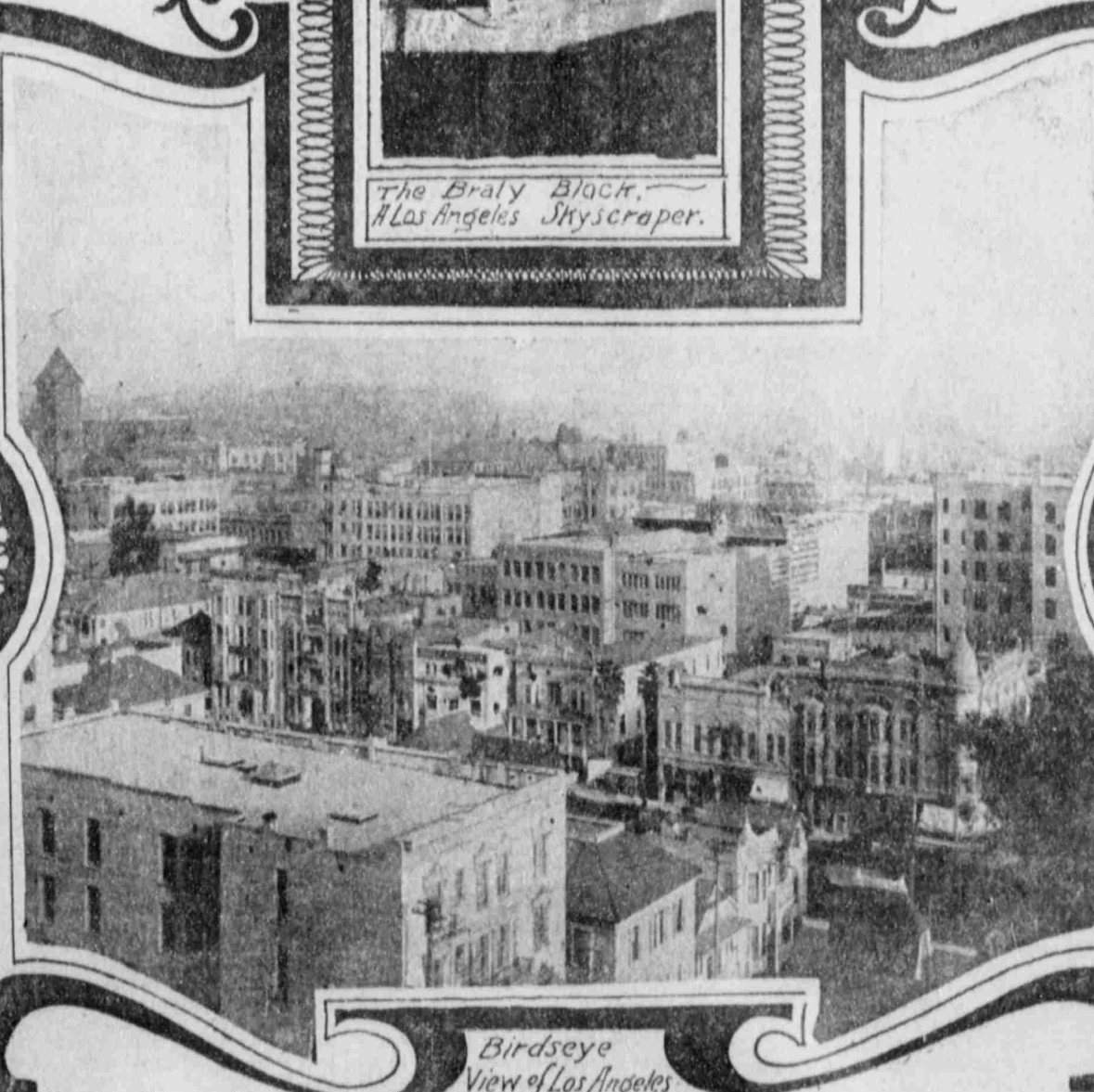
California's Story of Warm Welcome



The Braly Block, A Los Angeles Skyscraper.



A Los Angeles Street Scene



Birdseye View of Los Angeles Business Section



A Typical Court Avenue, Los Angeles